

ILLINOIS SOCIETY OF ARCHITECTS MONTHLY BULLETIN

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MILTON BENNETT MEDARY

Milton Bennett Medary, one of the foremost architects of the United States and the outstanding figure at the last convention of the American Institute of Architects in Washington where he was presented by Secretary Andrew W. Mellon with the gold medal of the institute for his accomplishments in the fine arts, died suddenly at his home in Bala, near Philadelphia, Pa., August 2.

Mr. Medary was born February, 1874. He was educated at the University of Pennsylvania which in 1927, conferred on him the honorary degree of doctor of fine arts. After leaving college, he became a member of the architectural firm of Field and Medary. In 1905, the firm of Zantzinger, Borie and Medary was formed with which he was connected at the time of his death.

In late years, he was very active in supporting the plan of Washington which sought to beautify the national capital along the lines laid out by Major L'Enfant. He was a member of the National Commission of Fine Arts and of the National Capital Park and Planning Commission as well as the Board of Architectural Consultants of the U. S. Treasury. He also served as chairman of the Housing Corporation of the Department of Labor and was consulting architect at Cornell University, Mount Vernon on the Potomac and the Roosevelt Memorial Association. From 1926 to 1928, he was president of the American Institute of Architects. He is survived by a widow and four children.

DANGEROUS BUILDINGS

The Bulletin extends to Building Commissioner Paschen its appreciation of his efforts in condemning and attempting to have removed the numerous so-called fire traps and structurally deficient buildings that fringe the three sides of our business district. There are hundreds of buildings located on the South Side between 12th and 39th Streets and on the West Side between Canal Street and Western Avenue

and North from Illinois Street to North Avenue, of course excepting the Gold Coast, that should promptly be condemned and removed.

There is no excuse for the continued existence of a dilapidated wooden structure, even though it has exterior brick walls, that was erected forty or fifty years ago.

One of the most notorious of these buildings is the Alhambra Building, State Street and Archer Avenue. The Tribune of Thursday, September 12, quotes Fire Marshal Patrick J. Egan: "That building is the worst fire trap in town. If it ever caught fire at night not a soul in it would escape. The main floor is filled with automobiles with tanks full of gasoline. On the second and third floors there are forty eight flats in which a lot of poor people live. The fourth and fifth floors are so heavily weighted down with automobile chains and other heavy material that they sag."

The article also states that the owner has had thirty-five continuances between April 14, 1928, and September 11, 1929.

The Alhambra is only one of many cases of a similar nature. There are buildings through the district above mentioned where the interiors are not only of inflammable wood construction but the decaying walls are literally bulging out over the city streets. A severe wind storm or unusually heavy wet snow would undoubtedly cause the collapse of many of these buildings.

The Bulletin urges Commissioner Paschen to greater activity in the condemnation and removal of such buildings and promises to him the active support of our architectural societies to the end that this dangerous situation be abated.

OUTER DRIVE IMPROVEMENT

By Hugh E. Young, Chief Engineer Chicago Plan Commission

The proposed Outer Drive Improvement will extend Lake Shore Drive south from its present terminus at Ohio Street. It rises from that point on a filled approach 139 feet wide, extending from Ohio Street to Grand Avenue, thence south on a viaduct structure 139 feet wide over the lands of the Chicago Dock and Canal Company to the Michigan Canal (also known as Ogden Slip), crossing this slip on a single leaf bascule bridge 108 feet wide, thence south again on viaduct construction over the Chicago Dock and Canal Company's property and a small parcel of land belonging to the United States Lighthouse Service, Department of Commerce, to the Chicago River, crossing the river on a two leaf bascule bridge 108 feet wide, having a clear channel for navigation of 220 feet between clearance lines. This bridge will be monumental in character, having large plazas on each approach, constructed of granite and Bedford stone. The structural steel work of the bridge and the stone work of the plaza-abutments will be of imposing architectural design, in keeping with the importance of this gateway to Chicago from Lake Michigan.

West from the south plaza the drive is carried on a viaduct 140 feet wide extending along the south bank of the Chicago River to the north and south line of the Outer Drive in Grant Park. This section of the improvement will become a part of the future extension of Wacker Drive now completed along the south bank of the Chicago River between Lake Street and Michigan Avenue.

Turning south again, the improvement follows the line of the Outer Drive, which is the north and south axis of the Field Museum in Grant Park, over the railroad yards of the Illinois Central Railroad, on a viaduct structure 140 feet wide, to Randolph Street, the north boundary of Grant Park, where it connects with both Randolph Street and the present Outer Drive in Grant Park.

That part of the Outer Drive Improvement located north of the center line of the Chicago River is to be carried out by the Commissioners of Lincoln Park and the portion south of the center line of the river is to be constructed by the South Park Commissioners.

This route is considered the best of seven alternate routes which were studied by the technical staff of the Chicago Plan Commission, for the following reasons:

1. It does not interfere with harbor and waterway plans of the Federal Government and the State of Illinois. Therefore, it should meet with the approval of these authorities and the necessary permission should be granted promptly.

2. This route should bring about the extension of Wacker Drive east from Michigan Avenue far more quickly than any of the other routes, because for nearly half the distance between Michigan Avenue and the shore of the lake this Outer Drive forms a part of the proposed Wacker Drive extension. The early construction of the remaining portion of the Wacker Drive extension will enable the Outer Drive to function to even greater traffic advantage because it will permit vehicles to and from the West Side to use the wide streets that form the quadrangle, thereby avoiding congested loop streets.

The route covered in this improvement is a very direct connection and less expensive than any of the other proposed routes. It is estimated that it will cost approximately \$10,000,000, of which half is paid by the South Park District and half by the Lincoln Park District.

Importance in the Transportation Plan

It will benefit traffic in the following respects:

1. It will immediately attract 20,000 vehicles per day from Michigan Avenue, relieving to that extent the congestion on this thoroughfare.

2. It will open up another route to handle the increasing number of automobiles that will take the Outer Drive. It is estimated that with the present rate of increase in automobile traffic there will be over 40,000 per day using this thoroughfare within the next few years.

3. It will complete the link in what will eventually become the most important north and south route in the city. Highway traffic from Indiana and Illinois entering the city from nine important thoroughfares will center on South Park Avenue at the southern city limits. Through traffic will then follow South Park Avenue to 23rd Street, where connection is made with the Outer Drive along the lake front to Roosevelt Road, thence along the Outer Drive in Grant Park to the south bank of the river, east along Wacker Drive extended to the mouth of the river and north again to Lake Shore Drive at Ohio Street, thence along the lake on an uninterrupted thoroughfare to the city limits and beyond. Such a route will provide a great lake front by-pass thoroughfare which will have contact with all important east and west thoroughfares.

4. It will give North Side traffic a convenient, quick and efficient method of entering the downtown district, functioning in this respect like South Parkway in Burnham Park. North Side traffic can proceed quickly and without cross traffic interruption to Wacker Drive on to Randolph Street, and thence into the loop.

Capacity for Vehicle Traffic

From Ohio Street to the north plaza, the width of the improvement will be 139 feet, having a 24-foot walk along the west side of the street in anticipation of an intensive building development which will undoubtedly take place, and for a 15-foot walk along the east side of the street. East of the drive there is very little area available for building development. The roadway will have a width of 100 feet from curb to curb, the same width as south of the river.

The bridge over the river and also over the Michigan Canal will have a width of 108 feet with provision for two 14-foot walks, also a center island four feet in width, and two 38-foot roadways. The two 38-foot roadways will have capacity for four lines of moving traffic in each direction. The capacity on the bridge for moving traffic would be the same as that on the approaches, considering the deductions for center islands and parking, as parking is not permitted on the bridge. At the north and south ends of the bridge large oval shaped plazas will be provided giving ample capacity for the turning of vehicles and space for storage.

The section of the improvement along the south bank of the river extending from the bridge to the line of the Outer Drive in Grant Park, will have a width of 140 feet, comprising a 20-foot walk along the south side of the street and a 16-foot walk along the river side. The roadway will have a width of 100 feet. Islands having a width of about 10 feet will be placed in the center of the street. The net width of the roadway will be 90 feet. If we deduct a line of parking on each side of the street, the effective width for moving traffic will be 74 feet, which will provide four lines of moving traffic in each direction.

The section of the improvement across the Illinois Central property, extending from the river to Randolph Street, will have a total width of 140 feet, having a roadway 100 feet in width, curb to curb, and two 20-foot walks, the roadway having the same capacity for traffic. This section will also have 10-foot islands placed in the center of the street resulting in a net width of 90 feet for the roadway, which will accommodate a line of parked vehicles on each side of the street leaving 74 feet for moving traffic, which will provide for four lines of moving vehicles in each direction.

Traffic Connections—North End

At Ohio Street the 100-foot roadway of the new improvement will connect with the present 30-foot roadway on Ohio Street and the 50-foot roadway on Lake Shore Drive—the new improvement having considerably more capacity for traffic than its feeders. It is expected, however, that the roadway on Ohio Street will be widened to 56 feet and that Lake Shore Drive will be widened with provision for two 50-foot roadways in the not distant future, so that the roadway on the new improvement will have the same capacity as the feeders will ultimately have.

Traffic Connections—South End

The south plaza of the new bridge is designed so that the outer driveway can be extended due south from the bridge to Randolph Street.

At the junction where the Outer Drive turns from the south bank of the river to the line of the Outer Drive in Grant Park, provision is made in the design of the intersection for the future connection of the proposed extension of East Wacker Drive. It is proposed to make this extension 112 feet wide with provision for a 72-foot roadway, a 24-foot walk along the south side of the street and a 16-foot walk on the river side.

At the south end of the new improvement at Randolph Street, the 100-foot roadway terminates in a large plaza formed by the intersection of these streets. South of Randolph Street the Outer Drive in Grant Park has a width of 120 feet, which provides for a 72-foot roadway and two 25-foot walks.

Randolph Street, the feeder from the loop, will have a total width of 128 feet with provision for an 80-foot roadway, curb to curb, and two 24-foot walks.

Architectural Treatment

The architectural features of the bridge will be made monumental in character. The plazas and pylons will be executed in granite and pre-cast stone or Bedford stone. Provision is being made in the design for two elliptically shaped plazas 172 feet by 283 feet, supported on large stone arches of Classic design, surmounted by ornamental balustrades and pylons.

At each corner of the bridge will be located ornamental bridge houses constructed of stone in the Doric style of architecture. These houses will be 20 feet square and will have a height of 49 feet above the bridge floor. Wide stairways leading to the dock level and enclosed within a curved stone wall will be provided at each bridge house.

The total height of the bridge pylons will be equivalent to an eight story building, and all exterior surface of the steel work such as facial girders, columns, brackets, will be covered with Bedford stone, the balustrades on the approaches to be designed in harmony with the architectural treatment of the plazas. This bridge will become the gateway to the Chicago River from Lake Michigan. Its appearance should be imposing, dignified and monumental in character.

ARGUMENT PRESENTED BEFORE THE CHICAGO ZONING APPEAL BOARD ON TUESDAY, AUGUST 20, ON BEHALF OF THE CHICAGO CHAPTER, AMERICAN INSTITUTE OF ARCHITECTS AND THE ILLINOIS SOCIETY OF ARCHITECTS.

The fundamental principle of zoning is the stabilization of property. By it the buyer is assured of substantially permanent neighborhood conditions. By it, the owner of property has a logical basis on which to determine on the right sort of improvement for his property.

Through Zoning there comes the assurance that money appropriately invested in real estate improvement is money conservatively placed. After large sums of money have been put into real estate improvement in accord with established zoning regulations, a change in the regulation amounts to confiscation of private property without corresponding return.

Unimproved or badly improved property is detrimental to any city, and the holders of such property are not helpful to a city's progress.

To change Zoning Law conditions after they have been in force some time, and improvements have been made in accordance therewith is to take money away from the helpers of the city's growth and turn it over to those who have done nothing to promote the city's welfare.

Parks, river and lake front improvements are supported by general taxes. They serve as air purifiers and recreational centers for their surrounding neighborhood. The higher the building wall around them is, the less efficient they are for the purpose intended.

To permit the owners of property abutting on such public spaces to extend their frontage above that allowed or that has been allowed for other property that has been permanently improved according to existing Zoning Law is to perpetrate the rankest sort of injustice on property owners who have invested their money in accordance with established public assurance of stability of conditions.

The effect of the ordinance recently passed which seems to make possible the extending of a wall of buildings all around our public parks and water ways of approximately twice the height permitted for buildings on adjoining and interior property which is to rob the people that have improved their property for the benefit of the people that have not improved; but this is not all, it has to a large extent denied to the occupants of interior property the benefit which they had a right to expect from their tax investment in parks and other public spaces, but it has done even more. It has turned over the proceeds of this robbery to the air-hogs that happen to own park or public space frontage.

To further increase the volume of buildings per square foot of ground area is to increase their population and hence the already too great load on our transportation system. The existing general ordinance which in Volume V, Zoning District, permits tall towers on 25 percent of the lot area gives more volume and therefore population capacity than our transportation system can ever hope to adequately care for.

Furthermore, it makes possible a beautifully variegated skyline—a thing impossible of view with the loop surrounded with a wall of forty-story buildings. Chicago towers are fast making for her an architectural charm of sky-line possessed by no other city in the world. To wall all around this with forty-story buildings is to effectively dissipate this element of beauty.

We believe the ordinance was passed without due consideration and therefore recommend its immediate repeal. If the ordinance is a mistake, certainly no permits should be granted under it.

E. S. HALL.

UNIVERSITY OF ILLINOIS AWARDED MEDAL FOR BEST RECORD IN ARCHITECTURE

The following letter from the Society Des Architectes Diplomes Par Le Gouvernement Groupe American announces the awarding of the society's medal to our State University for the best record of achievement in the teaching of architecture along the lines followed by the Ecole des Beaux Arts in Paris.

New York, June 20, 1929.

Architectural Department,
University of Illinois,
Urbana, Illinois.
Gentlemen:

It gives me great pleasure to announce to you that the Medal to Universities of the American Groupe of the Societe des Architectes Diplomes par le Gouvernement Francais this year has been awarded to the Architectural Department of the University of Illinois as having the best record of accomplishment in the teaching of architecture along the lines followed by the Ecole des Beaux Arts in Paris. This award is based upon the splendid record you have made in the competitions held by the Beaux Arts Institute of Design in the school year 1927-28 after careful investigation by the appointed committee of our groupe.

While it may not be possible for any of our members to deliver personally this medal, I might inquire whether in your opinion it would be desirable for you to make the presentation at a special gathering of the students of the Architectural Department. This would have the effect of stimulating their interests in the work which has had such gratifying results in competition with other colleges. If this were done, and you wish it, I might write a citation

giving in brief the history of our medal that could be read. The medal will be sent you by mail as soon as we have had time to have the name of your University and the date of the award engraved upon it.

With kind regards and congratulations upon the splendid showing of your students, believe me

Very sincerely yours,

EDWIN H. DENBY,
President.

In the competition for "A Steel Bridge" Illinois students carried off first and second medals, as noted in the results of the final judgment.

Results of the Final Judgment—"A Steel Bridge"

M. W. Kleinman, University of Illinois, first medal, first prize, \$500.00.

P. A. Bezy, University of Illinois, first medal, second prize, \$250.00.

W. J. Jensen, Atelier Hiron, first medal, third prize, \$100.00.

P. A. Goettelmann, Catholic University, first medal.

R. H. Blatter, Princeton University, first medal.

W. Paxton, Yale University, second medal.

E. G. VonStorch, Atelier Hiron, mention.

C. S. Pope, Atelier Licht, mention.

A. C. Davoll, N. Y. Archt. Club, mention.

G. F. Peohler, Yale University, H. C.

The Illinois Society of Architects is following the progress of the architectural students in our own state university with keen appreciation.

GEORGE ROGERS CLARK MEMORIAL COMPETITION

The George Rogers Clark Sesquicentennial Commission has been established by resolution of Congress to erect at or near the site of Fort Sackville in Vincennes, Indiana, a permanent memorial commemorating the winning of the Old Northwest and the achievements of George Rogers Clark and his associates in the War of the American Revolution.

Funds for the design and erection of the memorial have been authorized by Congress, sufficient funds to carry on the designing of the memorial and to start its construction have been appropriated, and its site has been acquired.

The Commission desires to erect such a memorial as will have an aesthetic value comparable with its historic importance. To this end it proposes to institute an architectural competition for the design of the memorial structure and for the selection of an architect.

The competition will be open to all qualified architects who are citizens of the United States of America in addition to several architects who will be invited to enter the competition. Applications for entrance into this competition are to be addressed to Mr. William E. Parsons, 80 East Jackson Boulevard, Chicago, who has been appointed by the Commission as their Architectural Advisor for conducting the competition. These applications are to be made by letter stating the applicant's name, address and his associates if in a partnership or corporation. The applicant shall state his education, training and experience, together with a list of his most important architectural works, his affiliations with professional societies and business references. No application will be accepted after September 15, 1929.

The programs of the competition will be forwarded to those architects whose applications have been approved by the Qualifications Committee, on or about October 1, 1929. The duration of the competition will be between three and four months.

The program of this competition will be subject to conditions of the American Institute of Architects.

FINAL ANNOUNCEMENT OF A COMPETITION FOR A WAR MEMORIAL, CITY OF CHICAGO

To all Architects residing in the United States:

The Chicago War Memorial Committee, a group of leading citizens, offers a first prize of \$20,000 and a second prize of \$5,000 to designers of a War Memorial to be located on the shore of Lake Michigan at the extension of Congress Street.

The Jury of Awards will be Mr. Abbott, Col. McCormick, Col. Savage, Mr. Simpson, and Col. Sprague as lay members, and Harvey W. Corbett, Ernest R. Graham, John Mead Howells, and Dean Everett V. Meeks as professional members.

The War Memorial Committee of the City of Chicago proposes to erect a memorial dedicated to those who served in

the great World War. It will occupy a most important position on the shore of Lake Michigan and at the termination of Congress Street, the principal axis of the city of the future.

It is the desire of the Committee to obtain a design which, when built, will adequately memorialize the sacrifices of all who served in the war and in a manner relating not inharmoniously to the adjacent architectural and landscape elements of Grant Park and Yacht Harbor.

The competition is to be nation-wide and is open to qualified architects residing in the United States. Eleven architectural firms are especially invited to submit designs and they will receive compensation of \$1,000, but other competing architects will receive no compensation other than the opportunity to win one of the prizes. Those invited to compete are:

Raymond M. Hood, Voorhees, Gemlin & Walker, Paul Cret, H. Van Buren Magonigle, James Gamble Rogers, Eliel Saarinen, Burnham Brothers, Nimmons, Carr & Wright, Holabird & Root, Bennett, Parsons & Frost, and Benjamin H. Marshall.

The committee has appointed Earl H. Reed, Jr., 435 North Michigan Avenue, Chicago, as its professional adviser in the conduct of the competition. Those wishing to participate are instructed to file application with Mr. Reed. Drawings are to be sent to him and must be received not later than 12 o'clock noon on November 25, 1929.

BOARD OF DIRECTORS' MEETING HELD AUGUST 13, 1929

Regular monthly meeting of the Board of Directors was held Tuesday, August 13, 1929, at 12:30 p. m., at the University Club.

Those present were: Vice President William P. Fox, Messrs. Hall, Ostergren, Palmer, Davidson, Wheelock, Stanhope and McDougall.

Minutes of the July meeting read and approved.

Letter from Mr. Alfred Granger stating that he would be in Ohio on date of meeting and requested that letter from Mr. Tirrell J. Ferrenz be read. Letter from Mr. Ferrenz to Mr. Granger accepting the chairmanship of the following committees: Materials and Methods, Representing the Society in the American Society for Testing Materials, Lumber Practice Committee and Co-operation with Consulting Engineers, was read.

Letter from Mr. Howard J. White, stating that he would be unable to attend the meeting.

Letter from Mr. Byron H. Jillson, stating that he would be unable to be present.

Letter from Miss Fay Miller, Darlington, Indiana, dated July 15th, notifying the Society that Mr. Lee Miller, member of the Illinois Society of Architects, passed away July 6, 1929, at Evansville, Indiana, Hospital and reply to Miss Miller from the Financial Secretary was read. These two letters were referred to Committee on Resolutions.

Letter from Mr. E. S. Hall regarding sending list of licensed architects to the Illinois Bell Telephone Company and R. R. Donnelley Corporation, Mr. Hall states that the list of licensed architects is not authentic until after August 1st on account of renewal of licenses in July.

Reports of Committees.

Mr. Davidson appointed as a committee to investigate passage of amendment to Zoning Law, reported that amendment was legally adopted.

Public Action Committee, Mr. Wheelock reported that his committee had a meeting and decided to discontinue petty work of correcting firm names, etc., but would keep after those persons practicing architecture without license and would confine the work of the committee to matters of greater interest such as changes in architects' and engineers' license law. It was moved by Mr. Stanhope, seconded by Mr. Ostergren and passed: That the Public Action Committee and Legislative Committee act jointly to secure the revision of the laws governing the licensing of architects and the licensing of structural engineers.

Mr. Hall for Publication Committee stated that the circulars of public information were nearly ready and it was the plan of the committee to issue the first circular approximately September 15th and at the rate of one a month thereafter, also that the committee is compiling the mailing list previously suggested.

The secretary read additional committee appointments made by President Granger as follows:

Public Action Committee—Mr. R. S. DeGolyer.

Education Committee—Mr. Charles Faulkner.

Resolutions Committee—Mr. Arthur Woltersdorf.
Publication Committee—Mr. John Fugard.

WALTER A. McDOUGALL,
Secretary.

BOARD OF DIRECTORS' MEETING HELD SEPTEMBER 10, 1929

Regular monthly meeting of the Board of Directors was held Tuesday, September 10, 1929, at 12:30 p. m. at the University Club.

Those present were: President Granger, Messrs. Fox, Palmer, Wheelock, Stanhope, Davidson, Hall, Ostergren and McDougall.

Minutes of special meetings held July 18th and August 7th and regular meeting of August 13th read and approved.

Correspondence.

Letter from Mr. Byron H. Jillson stating that he could not attend on account of absence from the city.

Letter from Mr. Howard J. White, stating that he could not attend on account of absence from the city.

Letter from the Ball Memorial Housing Conference signed by Graham Taylor was read. Secretary was instructed to write Mr. Graham Taylor expressing admiration of Mr. Ball and stating that the Illinois Society of Architects, being a purely technical Society can not establish a precedent of joining in the work of nontechnical associations.

A letter from Mrs. Milton B. Medary was read as follows:

"I want to thank the Illinois Society of Architects for their sympathy to me in my great sorrow. The flowers sent have spoken volumes to me and much do I appreciate the roses you sent.

Sincerely yours,

August 27, 1929.

Hannah C. S. Medary."

Application to membership from Mr. Ivan R. Peterson, 2527 Lawrence Avenue, received. Mr. Peterson was elected to membership.

Reports of Officers:

Mr. Hall for the Donors Committee stated that the winner of the Architectural Sketch Club Scholarship, Mr. Albert Eiseman, wishes to start abroad on the 20th of the month and that in accordance with Donors Committee regulations, a portion of the scholarship prize money should be paid at this time, amounting to one hundred and sixty (\$160.00) dollars. It was moved by Mr. Palmer, seconded by Mr. Davidson and passed: That voucher be drawn for portion of architectural scholarship prize.

Mr. Granger stated that the Lake Forest Foundation recommended a prepared itinerary for eight months, leaving two months for scholarship winner to go where he pleased and suggested that the Donors Committee act in a similar way regarding the Architectural Sketch Club Scholarship. Mr. Hall stated that Mr. Eiseman had asked for an itinerary and that he would arrange a meeting of the Donors Society to carry out such a plan.

Mr. Wheelock reported progress regarding several trials of architects practicing without license and buildings being built without plans made by licensed architects.

Mr. Fox, for Entertainment Committee, stated that he would call a committee meeting and ask for suggestions.

Mr. Palmer reported on revision of State Building Ordinance stated that there would be a public hearing to which the Illinois Society of Architects would be invited.

The secretary reported that Donors Society agreement had been signed by all interested parties and is on file in the secretary's office.

The secretary reported various recommendations by previous committee chairmen. It was moved by Mr. Wheelock, seconded by Mr. Stanhope and passed: That committee recommendations be sent to the chairmen of the various committees.

WALTER A. McDOUGALL,
Secretary.

WOOD CONSTRUCTION

The National Committee on Wood Utilization, established in 1925 by Herbert Hoover, may well be proud of the results of its labors as shown in this book by Dudley F. Holtman, Construction Engineer for the Committee. It is the most complete and useful work ever published on the subject and should be in the hands of every architect and construction engineer. After discussing the factors and affecting the use of wood in construction; lumber grading, grade provi-

sion and working stresses; the principal woods used in building and construction; the identification of common woods; preservative treatment; the uses of paints and stains; and the methods of preventing termite damage; the author takes up the approved methods of using lumber in light building construction and millwork and in both heavy timber and temporary construction. The treatment of each of these subjects is most thorough and practical so that every problem that is likely to come up in the use of woods is covered. The book will be of particular value to the specification writer who wishes to be in command of the most authentic available information on woods and their uses.

A THREAT TO THE ZONING CODE

Mr. Harry T. Frost is the author of Chicago's zoning code. He was adviser to the zoning board of appeals and prepared the rules of its procedure. His criticism of the Cuneo case is therefore impressive.

The Cuneo manipulations are described by Mr. Frost as violations of the spirit of the zoning code, as destructive of the code, as encouragement to collusion and dishonesty on the part of other promoters, and if the attempted coup is successful as "an everlasting monument to special privilege." Mr. Frost's able and authoritative analysis of the larger issues in the Cuneo case was welcome. His observations will impress the community with the fact that more is involved in this sinister procedure than merely whether Cuneo is permitted to build the highest skyscraper in the city.

The zoning code is a highly civilized instrument. By our subscription to it we forfeit the privilege of developing our property without restraint. We recognize that, although we may sacrifice occasional selfish interests, we share in the welfare of the neighborhood and city by submitting to the code. The zoning code is therefore the projection of a conception which has originated in an advanced society. Because of its origin, then, the zoning code and the conception behind it is susceptible to destruction unless the principle is supported by the sentiment of the community.

Very likely the zoning code should be subject to amendment as our standards of construction and architecture develop and as our experience increases, but the amendment of which Cuneo is the beneficiary is not of this character. The code has been adapted to the selfish purposes of Cuneo alone, and by his outrageous defiance of the community interest, as represented in the code, he has upset an agreement which is valid only as it is universally enforced and faithfully adhered to.—Editorial Chicago Tribune, August 21, 1929.

DETROIT CONSIDERS NEW DESIGN FOR MOVING SIDEWALK

A moving sidewalk, either subway or elevated, capable of carrying 70,000 persons past a given point every hour at a speed of 20 to 25 miles an hour and making no stops but enabling passengers to take seats or to alight at any point with ease and absolute safety. Sounds fantastic?

The sponsors declare, moreover, that it will be twice as effective as any two-track subway system and at one-half to one-fourth the cost. A model of the proposed conveyance system has been completed and set to work grinding out the miles in a test run. Those who have seen it in operation, including William B. Mayo, chief engineer of the Ford Motor Company, and street railway and rapid transit engineers from many cities in the United States, pronounce its performance remarkable.

The system is the invention of Herman E. Taylor, supervisor of traffic for the municipal department of street railways and connected with the Detroit Street Railway and Detroit United Railways for 12 years. It comprises two endless belts, one beside the other, and each five feet wide, built in 12-foot sections. Traveling on wheels and tracks, the sections are built solidly as the modern type street car and articulated at each end to fit the next section.

Keeps Up Steady Pace

The inner belt, separated from the outer with an endless succession of automatically controlled gates, would move continuously at 20 to 25 miles an hour in actual operation. Its outer edge would be the aisle and the inner edge would carry the seats, all facing in a forward direction; this belt known as the constant speed platform.

The outer belt, or variable speed platform, is set off from the subwalk, in case the system is constructed underground, by another set of automatic gates. This platform would

move at frequent intermissions at three-quarters of a mile an hour, at which times the gates would open to permit passengers to board. In nine seconds it would be accelerated to the same speed as the constant speed platform, enabling patrons to move through the inner gates and to take seats on the constant speed platform.

The entire system would be built to move in one direction under the sidewalk on one side of the street, and in the other direction under the sidewalk on the opposite side. Mr. Taylor says a width of 86 feet only is necessary for turnings.

The present average city street car speed is 10 to 11½ miles an hour and the New York subway speed average is figured by friends of the new system as 16½ miles an hour. The new conveyance would be driven by electric motors, eight being required on both sides in each mile. Eight hundred horsepower per mile would start the lines and 400 horsepower would drive them, Mr. Taylor says, as compared with four 50-horsepower motors now required as power for each two-car surface train.

Model Is Completed

The inventor has not only developed the model of the system but has devised entrance and exit means for the basements of stores and public buildings, as well as stairway entrances from the street level, the former with the use of underground store fronts and walks, providing a new underground street for merchandising purposes.

Every one of the 105,000 persons employed at the Ford Rouge River plant could be transported to the Detroit City Hall on the proposed system, if laid under Michigan Avenue, in one hour and 15 minutes, he declares. To perform the same work by street cars, six hours would be required, he points out. Whereas an hour is required in downtown Detroit during late afternoon hours for transporting 47,000 workers to outlying districts, Mr. Taylor has figured that these thousands who find it necessary to stand or sit in crowded cars could be transported from this district by this system in 35 minutes, every passenger seated.

Before any rapid transit system, including the \$33,000,000 downtown subway proposed by the Rapid Transit and Street Railway Commissions, is again submitted to the people, John C. Lodge, Mayor, has determined that a searching study be made to ascertain whether the Taylor system may be the answer to Detroit's acute transit problem. Mayor Lodge named a committee of Detroit engineers to examine and study the model.

PEOPLE ARE FUNNY

Most people think they know a lot, especially about the other fellow's game.

Churches expect their ministers to spend six to ten years in educational preparation yet there are few in the average congregation that do not feel certain that they could greatly improve their pastor's sermons. Some even go so far as to tell him just what they expect him to do.

Clients expect their lawyers to have completed a four year college course in Liberal Arts, two to four years in a law school, and several years as a clerk in some distinguished advocate's office, yet they do not hesitate to do entirely contrary to their advice.

Patients expect their doctors to be graduates of leading medical schools, to have served two to three years as interns in some hospital and to have had some special study abroad, then they compare on equal footing the medical advice of their washer lady or minister.

Clients expect their architect to have spent four years in an architectural college, one to two years travel and study abroad, and to have had three to four years practical experience in an architect's office and on construction, and then they compare their advice on architectural subjects on equal basis with that of a hod carrier or a lawyer.

It takes a lot of funny peculiar people to make up a world, but, wouldn't it be nice if folks gave a little more care to the character and equipment of their professional advisers and then got their money's worth by following it.

In pioneer days a man had to be a farmer, a carpenter, a blacksmith, a doctor, a lawyer, and often a preacher. He was so far away that he had to be sufficient unto himself, but not very sufficient. He often had to put up with a very small amount of very poor work. He did not criticize as much then as now. All of the help was either himself or his wife. It never was too healthy to criticize one's wife and as for one's self if it is done the doer is very quiet about it.

Folks ought to remember that it takes so much time for them to keep up with the parade on the job they are doing

that there is very little time left to keep up on the other fellow's job. Why not let him do it?

There is nothing funnier than "Spupendike" trying to architect a chicken coop.

With every invention is added another want and thereby an additional complication in human economy. Let every one be wise and not too funny, do his bit, find the other fellow that can do the thing that he cannot do, and let him do it.

Money is not the standard of everything. Remember the story of the banker who wanted to have his appendix pruned in an artistic manner and how he consulted his "Dun" and "Bradstreet" for a doctor with an A-1 credit rating. He found him—he was a horse doctor. It was a millionaire dealer in choice municipal bonds who had his wife design, and the village carpenter build his model ten million dollar subdivision. The subdivision was all right, the carpenter got rich and the bond broker's wife fell in love with him, but the houses and lots did not sell. People came and looked and never came back again. He still had his subdivision and the carpenter has the wife. There may be a guess as to who is most in luck.

Learned and experienced professionals are not wisely measured by the amount of money or even the number of the jobs, patients, or clients they have, but by what they can do and how thoroughly they can be trusted with other people's health and money. Too much money may indicate that it was not earned by the hard road to professional attainment.

If you want a doctor pick one that is in high esteem among his professional compeers. They know he can not flim flam them. If you want a lawyer, may there be mercy for your soul if you do, but if you do, get a real one and remember this, the real ones are pretty sure to stand high with the Bar Association. If you are going to build, engage the service of a real architect, one with a broad educational background, ripened experience and natural endowments, but above all, a man that is well spoken of in his profession. It is not a question of how much money he has, but his disposition to work, his honesty and fearlessness of purpose, his schooling in theory and practice, and his natural talent for his calling. If there is something that you want to do and which your interest demands you should not do, he should have both the knowledge and courage to guide you aright.

It is funny, but people have been known to be very insistent on doing things to their own hurt.

E. S. H.



Finish each day and be done with it. You have done what you could. Some blunders and absurdities no doubt crept in; forget them as soon as you can. Tomorrow is a new day, begin it well and serenely, and with too high a spirit to be cumbered with your old nonsense. This day is all that is good and fair. It is too dear, with its hopes and invitations, to waste a moment on the yesterdays.

—Emerson.

A PROFESSIONAL FINANCE CORPORATION

Rumor is busy with reports about a Dentists' Finance Corporation being organized to supply funds to the dental profession. This is occasioned by the apparent failure of our banking institutions to provide for the needs of the dentists. It has been suggested to the Editor by one of our prominent architects why not take in the architectural and other professions, in addition to dentists, enlarging the scope of the finance corporation and calling it the Professional Finance Corporation.

CIGARET GOOPS

The manners of cigaret smokers have not been appreciably refined since women have adopted the habit. Indeed, many of the uncivilized practices seem to have been introduced by women, for by contrast the cigar smoker is an unexceptionable citizen.

Before women were permitted the cigaret, men were considerate enough to smoke on the train in compartments for that purpose. But women have destroyed that socially desirable practice by their egotistical disregard of it, so that now men and women smoke without appreciating their offensiveness in coaches and parlor cars. The regulation against smoking in the diner has now been removed by some railroads. But the men whose smoking conduct on trains is as contemptible as that of the women are the cigaret addicts; the cigar smoker is still chivalrous.

Another abominable practice which women's example has encouraged is the dropping of cigaret stubs to the floor or ground wherever they may be. The public parks are strewn with this refuse; visitors deposit the remnants on their host's lawn or porch or elsewhere on the premises, a custom fully as squalid as to so dispose of table refuse. Most of the cigar smokers, however, are careful to find a receptacle for their filth.

The cigaret smokers, if they are sensitive to the disgraceful conditions which their prosperity has developed, will contribute to the relief of society from the cigaret goop. A manual of conduct for smokers attached to each package of cigarets might produce a measure of reform. Such a system has as much to recommend it as the state's practice of circulating the rules of good behavior on the highways along with the automobile license plates.

Editorial in Chicago Tribune, Sept. 5, 1929.

Under heading of Public Action Committee in Committee Assignments for 1929-30, the name of Vice President Helme should read George B. Helme.

The Legislative Committee have been charged by the Board of Directors with the responsibility of having the Illinois Registration Act rewritten or to have prepared a number of needed amendments; this work to be completed during the present Society year.

Every member of the Society who is at all interested in the present Architectural Registration Act is urged to communicate with the Chairman of the Legislative Committee and to offer constructive criticisms of the present Registration Act, as well as to suggest any amendments that should properly be made to the Act.

RETAINER FEES

The following anecdote is illuminating, but is not particularly flattering to one of the world's oldest professions. It rather indicates the desirability of a retaining fee. One of the members of the Architects' League of Hollywood happened to overhear a conversation somewhat as follows: Two real estate salesmen were heard discussing the possibility of selling a piece of property. "Now, to make this sale we'll have to get some sketches of the building to go on the lot," said the first high-pressure conversationalist. "I know," said the second, "but we'll have to pay for them and who's going to put up the money?" "Pay for them!" said the first scandalized geographical merchant. "I should say not, we'll get some poor sap of an architect to make them for nothing, and hand him a fast line about his getting the job!"

Many Architects have called the office of the Illinois Society of Architects regarding a Reporting Service which has lately been organized. Neither the Illinois Society of Architects nor any of its officers have any interest either financial or otherwise in the new company.

Mr. Herbert Hewitt of Hewitt, Emmerson and Gregg, Architects of Peoria, Illinois, and a member of the State Board of Examiners of Architects, paid a visit to our headquarters on Wednesday, September 11th. Mr. Hewitt is in fine health and reports that their office is very busy.

H. L. Palmer, Financial Secretary of the Illinois Society of Architects, is moving to larger quarters, Room 1013-15, same building, same telephone, same address.

In Memoriam

LEE MILLER
July 6, 1929.